



U.S. Department  
of Transportation  
**Federal Railroad  
Administration**

400 Seventh St., S.W.  
Washington, D.C. 20590

RECORDATION NO. 6690-PRR Filed 1975

AUG 8 1983 11 35 AM

INTERSTATE COMMERCE COMMISSION

Ms. Agatha L. Mergenovich  
Secretary  
Interstate Commerce Commission  
Washington, D.C. 20423

Dear Ms. Mergenovich:

This letter is in reference to Security Agreements dated August 7, 1972; December 27, 1973; January 29, 1975; March 20, 1975; and April 16, 1975 between the National Railroad Passenger Corporation (Amtrak), having its principal place of business at 400 North Capitol Street, N.W., Washington, D.C. 20001, and the delegate of the Secretary of Transportation of the United States of America (the Administrator), Washington, D.C.

The Security Agreements have been recorded with and by the Interstate Commerce Commission on August 16, 1972 at 1:20 p.m., recordation No. 6690; on January 9, 1974 at 3:25 p.m., recordation No. 6690-D; on January 31, 1975 at 5:00 p.m., recordation No. 6690-J; on March 21, 1975 at 8:40 a.m., recordation No. 6690-M; and on May 28, 1975 at 12:15 p.m., recordation No. 6690-O. Pursuant to 49 U.S.C. 11303(a), the Security Agreements provide the Administrator a lien on all of Amtrak's rolling stock including locomotives, and contain an after-acquired clause with respect to all such rolling stock thereafter acquired by Amtrak.

This is to advise you that Amtrak has selected for retirement the locomotives and passenger cars listed in the enclosure hereto. Pursuant to Amtrak's request, the Administrator hereby releases, with respect to the locomotives and passenger cars, the lien under the aforesaid Security Agreements dated August 7, 1972; December 27, 1973; January 29, 1975; March 20, 1975; and April 16, 1975, respectively, and

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*Reviewed by [signature] and Miller*

under any other agreement or agreements between the Administrator and Amtrak. I, therefore, request that this document be recorded and appropriately filed pursuant to 49 U.S.C. 11303(a).

Sincerely,

*Thomas A. Till*

Thomas A. Till  
Deputy Administrator

Enclosure

Attest:

*Charles E. Baker*

Subscribed and sworn to before me  
this 7th day of July, 1982

*Harold E. Finney*  
\_\_\_\_\_  
Notary Public

My commission expires Feb. 14, 1985

# Amtrak Passenger Cars for Retirement

<u>Amtrak No.</u>	<u>Description</u>	<u>Reason*</u>
1533	Baggage-Dorm	B
3260	Lounge	C
3334	"	C
3343	"	C
3920	"	C
3921	"	C
16765**	Work Rider	B - Work Equipment
5010	Coach	B
5242	"	C
5408	"	C
5411	"	C
5413	"	C
5414	"	C
5415	"	C
5416	"	C
5417	"	C
5421	"	C
5423	"	C
5424	"	C
5425	"	C
5427	"	C
5428	"	C
5429	"	C
5430	"	C
5434	"	C
5457	"	A
5458	"	A
5463	"	A
5476	"	A
5477	"	A
5480	"	A
6008	"	C
6021	"	C
6022	"	C
6025	"	C
6026	"	C
6030	"	C
6066	"	C
6067	"	C

\*See page 2 for explanation of "Reason for Retirement".

<u>Amtrak No.</u>	<u>Description</u>	<u>Reason*</u>
16756 **	Training Car	A
8011	Diner	C
8012	"	C
8013	"	C
8014	"	C
8015	"	C
8017	"	C
8018	"	C
8020	"	C
8021	"	C
8022	"	C
8023	"	C
9500	Dome Coach	B
9542	"	B
32010	Sleeper	B

**\*Reasons For Retirement**

- A. Structure is not constructed of stainless steel and deteriorates by corrosion and/or electrolysis. The cost to repair and maintain nonstainless steel structures is not cost effective.
- B. The car body has been severely damaged due to an accident, a fire, or by vandalism.
- C. Car has a significant market value while not being required for current or future operating or capital programs.

\*\*Although the car is listed herein as a passenger car, it is listed as work equipment in the Amtrak's annual inventory report of November 1982.

Amtrak Locomotives for Retirement

<u>Amtrak No.</u>	<u>Description</u>	<u>Reason</u>
498	E-8	Surplus to Amtrak's needs.
499	E-8	Surplus to Amtrak's needs.